GRUMMAN
plane news

Vol. 36, No. 14, Bethpage, N.Y., July 26, 1977

Big crowd makes Picnic '77 swinging family affair

people

For several years now, Kathleen Henn has been interested in serving in the military, and when she vacationed with her family near West Point two summers ago, she decided she would like to go to the military academy there.

There was a problem, however, At that time, the academy was closed to women. Fortunately for Kathleen, who is the daughter of Jack Henn of Production Control, Plant 6, that barrier no longer exists. Last year the U.S. Military Academy at West Point began accepting women. One hundred nineteen women were admitted, 80 of whom are still there.

Of the 100 women appointed to West Point this year, Kathleen is one of two from Suffolk County to be included—the first two ever.

Kathleen, who graduated 12th in a class of 500 from Newfield High School and attended SUNY at Stony Brook for a year, was nominated by Congressman Otis G. Pike, D.-N.Y. She departed for West Point on July 6.

"Going to West Point provides me with an excellent opportunity to serve in the military as an officer," said the plebe. "It's also a great college opportunity." She is interested in doing intelligence work some day, or possibly teaching.

Kathleen took part in several extra-curricular activities while in high school, including the National Honor Society, school band and softball team. She is also a Girl Scout. At West Point, she plans to try out for the softball team and choir.

On the road

Four Grummanites and a Grumman scholar recently attended the 1977 convention of the Society of Women Engineers held in Cincinnati, Ohio.

They are: Mary Chisholm, Plant 5, Corporate Program Management; Veronica Coletti, Plant 4, ILS Digital Engineering; Nata Altmayer, Plant 36, Software Development; and Mariangela Milea, Plant 2, Mods/ Methods Status.

The Grumman scholar who attended is Florence Distefano, Princeton University, Class of 1980. Florence is treasurer of the Princeton student chapter of the Society of Women Engineers, and is working for the summer in Plant 35, ILS Systems Technology Management. She attended the student conference as well.

The topic of the convention was, "Women in Engineering Facing Personal and Technical Challenge." The convention included workshops on career planning and management techniques, as well as technical presentations on such topics as radiological health requirements, safety and efficiency, aircraft noise research, and industrial pollution.

Distefano was most impressed with the tour of General Electric's aircraft engine plant in Evendale, near Cincinnati. Armco Steel's pollution-control facilities held the attention of Coletti, who had words of praise for the entire convention program.

"The workshops were very professional—very well done," said Veronica. "It was an excellent opportunity to exchange ideas and insights with other women in engineering."

He's honored. *Vice Admiral Bill Martin (retired) talks with Capt. Walt Thomas (R), deputy chief of Naval Information for Operations (NAVINFO) at Grumman V/STOL exhibit at Navy League in Washington, D.C. earlier this year. Martin, a consultant for Grumman Aerospace, was recently honored by his hometown by having airport named after him.*

He's honored

The Ava Airport in Missouri has acquired a new name: Bill Martin Memorial Airport. The new title is in honor of Ava native Vice Admiral Bill Martin.

Martin retired from the U.S. Navy in 1971 after a distinguished career in naval aviation that spanned 37 years. He is presently a consultant for Grumman Aerospace.

The former Deputy Commander-in-Chief of the Atlantic Fleet was also nominated for enshrinement in the Aviation Hall of Fame—an honor in itself — and a very distinguished honor for a living serviceman.

He keeps 'em laughing

When the Shrine Clown Association — it supports 22 hospitals for crippled children and three burns institutes throughout the country — held its annual international clown competition recently, Grummanite Bob Barth, also known as "Robbie the Clown," took first place in the "White-Face" category.

The competition, held at the Statler Hilton Hotel in New York City, was Bob's second try at an international competition. He took third place four years ago. He has also taken part in domestic competitions, winning first place in the Middle Atlantic Clown Competition for the last four consecutive years.

Bob, who loves children, often entertains for charity functions. He delights children and adults alike with his brightly colored costume (his makeup alone takes two hours to apply), his cartoon drawings, and balloon animals.

Those who have attended the Grumman Family Picnic within the last three years may remember him, as his clown act has been a popular source of entertainment for the children there.

Bob, who is a member of Clowns of America, the Shrine Clown Association, the Middle Atlantic Clown Association, and the Kismet Clown Association of New Hyde Park, will be teaching an 11-week clown workshop at Hofstra University this Fall.

Robbie the Clown (alias Bob Barth)

Catamaran On a Hot Tin Roof? *Jack Steigman of Plant 31 caused a lot of double takes from passing motorists when he worked up this balancing act. The 16-foot 7-inch Hobie Cat is 8-feet wide and weighs 340 pounds. 'It took three people to get it on and off the car,' Jack says. 'I finally broke down and got a trailer.'*

Top rating. *Recently the Shuttle Wing Program earned an excellent rating for production performance from major space shuttle contractor Rockwell International. Above, the night and day production crews are framed by wings for Orbiter Vehicle (OV) 102, nearing assembly completion in Plant 5 for delivery in early August. Scheduled for spring '79, OV-102 will be the first Space Shuttle Vehicle to be launched into orbit. (Photo by Fred Annette)*

Space shuttle team receives top rating

The Space Shuttle Wing Program recently earned an "excellent" rating with a 98 percent score for performance over the last six months, says program manager Don Schlegel.

Grumman's subcontract with Rockwell International includes a special-award fee provision based on program evaluation. Awards are determined after checking a job in critical areas, covering such items as cost and weight control, schedules, and quality of workmanship.

According to Schlegel, "Half of our fee-earning potential is tied directly to how well we do our job. The better we perform, the higher our earnings." The 98 percent rating was one of the highest ever awarded by Rockwell to a Shuttle subcontractor since the start of the program.

Production foreman Bob Francess says the program has been so successful because "we have a fine team of people who settle for nothing but the best".

More good news arrived at the end of June when Grumman received the go-ahead for the first part of the Space Shuttle Wing production phase. The authorization covers the start of engineering and planning for Orbiter Vehicle (OV) 103 wings and modification of OV-101 after it completes the current series of flight and ground tests. Go ahead for OV-104 and for future orbiters, wings is expected in October.

Wings for OV-102 are nearing assembly completion in Plant 5 for delivery in early August. OV-102 will be the first Space Shuttle Vehicle launched into orbit in the spring of 1979.

The wings for the orbiters are the largest single flight structures ever built by Grumman. Each wing is 60 feet in length where it joins the fuselage and has a maximum thickness of 70 inches. Span from wing root to wing tip is 30 feet. Two elevon control surfaces are attached to the trailing edge of each wing panel for flight guidance.

Large doors on the lower surfaces of each panel enclose the main landing gear well. The total weight of a set of wing structures is 14,000 pounds.

Production supervisor Dick Moulton says, "While everyone is pleased with our achievements so far, we don't intend to relax one bit. Tight schedule and budget targets still have to be met. We're proud of the quality of hardware turned out by Grummanites in other plants that makes it possible for us to construct top-notch OV wings."

E-2C's new home. *Jim Philbin (R), director of Fleet Requirements for Grumman Navy Programs delivers an oil painting of E-2C Hawkeye to Cdr. Ken Hutchinson, commanding officer of RVAW-110 at NAS Miramar, Calif. The art piece by Craig Kavafes of Presentations Services is now on display at the Miramar Officer's Club.*

GRUMMAN plane news

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Grumman, British seek cooperation

About 95 senior executives from more than 50 British aerospace companies recently attended a two-day British Industry Seminar sponsored by Grumman Corporation. The purpose of the meeting was to open the door for better understanding between the British and American defense industries.

The seminar came about as a result of a 1976 Defense Department memorandum calling for greater cooperation between the two countries as a step toward joint development of new weapons by North Atlantic Treaty Organization allies. The ultimate goal is to achieve the use of standard or interchangeable weapons in NATO.

After welcoming addresses by Grumman Corporation Chairman Jack Bierwirth and Grumman Aerospace Corporation Chairman and President George Skurla, the visitors heard an introductory address by J. Peter Jeffs, Counsellor (Defense Supply) of the British Embassy in Washington, D.C.

Jeffs told the delegates that the memorandum of understanding was "a major step forward." It represented the only occasion on which the Buy American Act had been waived on a bilateral basis; it also "set the scene for a wider collaboration between the United States and Europe later."

In his address on future plans and programs, Mike Pelehach, Senior Vice President-Business Development, said that a "government-to-government understanding" was needed to permit Grumman to cooperate with British firms.

"If collaboration between British and American companies on a major weapons system is to work," Pelehach said, "it has to be done early in the research and development phase."

Cooperative venture. *During a two-day session sponsored recently by Grumman for chief British aerospace officers, Grumman Corporation Chairman Jack Bierwirth (L) and Grumman Aerospace Chairman and President George Skurla (R) chat with K. Peter Jeffs, British Embassy defense supply counselor. (Photo by Fred Annette)*

Product Training wins contract on its first try

On June 21, the Navy awarded Grumman Aerospace a $800,000 contract to provide basic avionic training for Iranian students. It was the new Product Training Department's first competitive proposal. Other companies that submitted proposals were Hughes Aircraft Company and Perspective Company.

Graduates of the Imperial Iranian Air Force (IIAF) Air Training Command basic school will be instructed on an integrated weapon system, and then they will enter the F-14 Iran Specialist "A" Course.

While the course material will be scaled specifically for the F-14, it will also provide the IIAF with a training package suitable for use with other aircraft. Later the material will be included in the Iranian air training curriculum as a prerequisite for all complex weapon system instructions.

Tom Campo, director of Product Training, says, "Grumman has extensive experience in the field of education and training as applied to support of Grumman's product line and in improving the skills of Grummanites. This experience has given us a highly qualified staff that's capable of implementing varied training programs ranging from basic skills to complex, specialized weapons systems training."

Tomcat No. 9 hits grand hour

A brief celebration on the West Coast last month highlighted a significant milestone for Grumman when F-14 No. 9 became the first Tomcat to log 1,000 hours of flight.

The milestone Tomcat reached the 1,000-hour mark on June 28 during a test of the AIM-54 Phoenix missile over the Pacific Missile Test Center's (PMTC) Sea Test Range at NAS Pt. Mugu, Calif.

Rear Adm. David Altwegg (L), commander of the Pacific Missile Test Center, and Charlie Brown (R), Grumman director of Pt. Mugu Operations, were on hand to greet the F-14 aircrew: pilot Lt. Cdr. Art Day (2nd L) head of the Fighter Weapons Branch at PMTC and Major John Miles, NFO.

It was a memorable flight for Miles, too. It marked his final flight before retiring from the U.S. Marine Corps. During his 25-year career as a Marine aviator, he logged 5,071 flight hours.

Tomcat No. 9 arrived at NAS Pt. Mugu in December 1971 with only 6.3 hours of recorded flight. Since then, it has been used at the PTMC for the Weapons System/Missile integration flight testing at Pt. Mugu. Sistership No. 11, also stationed at PMTC, has 878.9 hours in her log book and is the next likely candidate to hit 1,000 flight hours.

On tour. *During a recent tour of Grumman, Consul-General Nasser Shirzad of the Iranian Embassy in New York inspects the F-14 cockpit with Grumman Chief Test Pilot Chuck Sewell (R). Grumman Corporation Chairman Jack Bierwirth escorted Shirzad and Vice Consul Mohammad Akhavan (L) during their visit. (Photo by Gerry Costello)*

Grumman Political Action Committee

How to play a more vigorous role in American political system

Perhaps Montesquieu, an 18th century political philosopher, said it best: "The tyranny of a prince in an oligarchy is not so dangerous to the public welfare as the apathy of a citizen in a democracy."

The proper functioning of American democracy does depend on citizens knowing where candidates for political office stand on those issues that are vital to them. . .that they make their views known to those candidates. . .and that they actively support candidates who will, in turn, support their interests if elected.

Launched in '76

Last year, Grumman Corporation began sponsoring a Political Action Committee (PAC) to encourage employees to play a more vigorous role in the political system, and to provide the company more "clout" in the political arena. The reason is fundamental.

In today's business environment, specific actions taken by Congress and the Administration affect Grumman and its employees. Certain legislative decisions, such as government funding for energy research and development, regulations on commercial aircraft, oil embargos, and protective tariffs, have a definite impact on many corporations — and in the long run, on each member of those corporations.

So it is with Grumman, too. It has happened twice in the past five weeks.

President Jimmy Carter's decision on June 30 to halt B-1 production had a definite impact on the immediate growth of the company's advanced composites facility in Milledgeville, Georgia.

In another defense matter, Senators Ted Kennedy and Ed Brooke and House Speaker Thomas "Tip" O'Neill, with their Massachusetts constituents in mind, joined forces and got funding for the F-18 in fiscal year '78. This congressional action resulted in the shifting of some of the Navy's appropriations for fiscal year '79 — thus causing a cutback in Grumman's F-14 production rate.

On the brighter side

On the other hand, there have been more favorable actions in recent months.

"Although continuing funds for new A-6E's had been dropped earlier last year from the fiscal year '77 defense budget, there was a strong move on the part of Grumman's congressional and military supporters to keep the program alive," said Grumman Aerospace Chairman and President George Skurla in his message to shareholders this past May.

He reported that fiscal '77 funding was approved for the A-6E's — and that the Navy now plans to continue production of new Intruders into the first half of the '80s. This was achieved, in part, by Skurla meeting with key senators and congressmen in Washington to explain the importance to the nation of retaining the company's four top quality product lines.

Concerned citizens

The days when government contractors, such as Grumman, could afford to be apolitical are no more. These recent governmental actions only emphasize the necessity for Grummanites to take a more active interest in the American political system.

In announcing the formation of the Grumman Political Action Committee to supervisory, administrative, and professional personnel last July, Grumman Corporation Chairman Jack Bierwirth and Grumman Corporation President Joe Gavin stressed that "as employees of one of America's major corporations, our future may well depend on the viewpoints and actions of the many successful candidates in the national election. The people who represent us in Washington help fashion our national economic policy, guard the integrity of our defense system, and determine how we shall respond to the scientific challenges of the next decade."

'Stakes are high'

"Thus, their political actions affect our company's economic health and ultimately our own job security. Moreover, as concerned citizens, the stakes are high for Grumnanites; namely, an effective government in Washington assures the integrity of our democratic system."

The 1976 national elections provided an excellent christening ground for the Grumman Political Action Committee. In their letter to eligible Grummanites last month, Bierwirth and Gavin reported that "some 925 Grummanites contributed $34,970 to the Committee, substantially all of which was in turn contributed by the Committee to candidates for federal office.

Grumman Political Action Committee

"Without doubt, the collective efforts of all those who contributed to the Political Action Committee helped to elect a Congress which was more responsive to the legitimate needs of the national defense and the business community than might otherwise have been the case."

To expand participation in the activities of the Grumman Political Action Committee, the PAC Steering Committee has introduced two innovations for the coming years:

The Committee will participate in state and local elections as well as federal elections by making contributions to candidates for state and local offices.

The Steering Committee has initiated a program of convenient payroll deductions for those who wish to make contributions on a periodic basis.

Employees eligible to participate in the plan received authorization cards to permit payroll deductions and cards for one-time contributions during the past month.

Those who chose to make a one-time contribution were asked to send their personal checks (no cash is permitted by federal law) to Jim Reilly, Assistant Treasurer, Grumman Corporation, 1111 Stewart Ave., Bethpage, New York 11714.

Those interested in the payroll deduction plan should fill out the authorization card and mail it to Jim Reilly, at the above address. Participants selecting payroll deduction should indicate a weekly amount to be withheld from their paychecks; the minimum amount is 50 cents a week.

Strictly voluntary

In their most recent letter, dated June 6 of this year, Bierwirth and Gavin stressed that participation in the Grumman Political Action Committee is strictly voluntary, and that anyone may refuse to contribute. No pressure of any sort will be exerted.

"It is our belief, however, that the collective efforts of the contributors to the Political Action Committee are more effective than our own individual efforts would be in advancing our common interests in supporting candidates whose positions are compatible with our own."

The Grumman Political Action Committee is registered with the Federal Election Commission. It is a non-profit, non-partisan organization allowed, among other things, to solicit campaign contributions from executives, administrative and professional employees at Grumman.

"While we would prefer to open this plan to all employees at Grumman, Federal and State legal complexities, over which Grumman has absolutely no control, prevent us from doing so at this time," says Jack Bierwirth.

Sign up now. *Grumman Aerospace Chairman and President George Skurla signs up for participation in the Grumman Political Action Committee. At left is Jim Reilly of Grumman Corporation, treasurer of the new group.*

Q. & A.

Political action by corporate members continues to be a subject of controversy and national debate. Federal law explicitly allows corporations and even government contractors such as Grumman to set up voluntary employee political action committees.

The following questions are those most frequently asked about political action committees:

Q: How does a PAC operate?

A: Legally speaking, a PAC is a nonprofit, unincorporated association open to participation by all, or a certain level of, employees of a corporation. Under Federal law, all political action committees must have a chairman and a treasurer who have very specific obligations and responsibilities with respect to registration, solicitation of funds, accounting of funds, reporting and disclosure of receipts and expenditures, and for compliance of the political action committee's adherences to Federal law.

Q: Are contributions tax deductible?

A: Contributions to political candidates and political committees, including the Grumman Political Action Committee, qualify for either a tax deduction of up to $100 ($200 for a joint return) or a tax credit against taxes equal to one-half of such contributions but not more than $25 ($50 on a joint return) each tax year.

Q: Who decides which candidates will receive funds from the Grumman Political Action Committee?

A: A Steering Committee decides how to distribute donations to PAC. This Steering Committee is composed of Grummanites who broadly represent the corporation's subsidiaries and their interests at a number of geographic locations.

Our Washington office plays a key role in recommending candidates whom it believes have demonstrated supportive positions in Grumman's interests. Realistically, as political decisions play an increasingly important role, it is imperative that we keep pace with our competitors by actively supporting those candidates whether federal, state or local, who actively support us, says Bierwirth.

Q: What are the campaign contribution limits for the Grumman Political Action Committee?

A: Because the Grumman Political Action Committee has been registered for at least six months, has received contributions from at least 50 persons, and has made contributions to five or more candidates for Federal office, the Grumman Political Action Committee may contribute up to $5,000 per election to a candidate and his or her authorized political committee, and $15,000 in any calendar year to a political committee established by a national political party.

SPECIAL SUPPLEMENT

GRUMMAN plane news JULY 1977

GRUMMAN CORPORATION

Friends + delicious fare + sunshine = Picnic '77

Gather about 10,000 adults and 28,000 kids in a sprawling 12-acre site shaded by pines and oaks. . .add some refreshment stands and a wide assortment of rides and entertainment. What do you have? The 1977 Grumman Aerospace Family Picnic.

Grumman's long-time tradition of supplying "nothing but the best" continues to stand unshaken. Just ask any member of the Grumman family who attended the annual summer extravaganza on Saturday, July 16, at Calverton.

The blistering 98-degree heat might have slowed down some of the less energetic, but the kids had little trouble setting — and keeping — a high-stepping pace.

As early as 7 a.m., cars began streaming into the picnic grounds. Veteran picnickers had car windows wide open for "freebies" tossed into their cars by ESO, and, in some cases, the distributors patiently waited for first-time attendees to roll down their car windows for the treats.

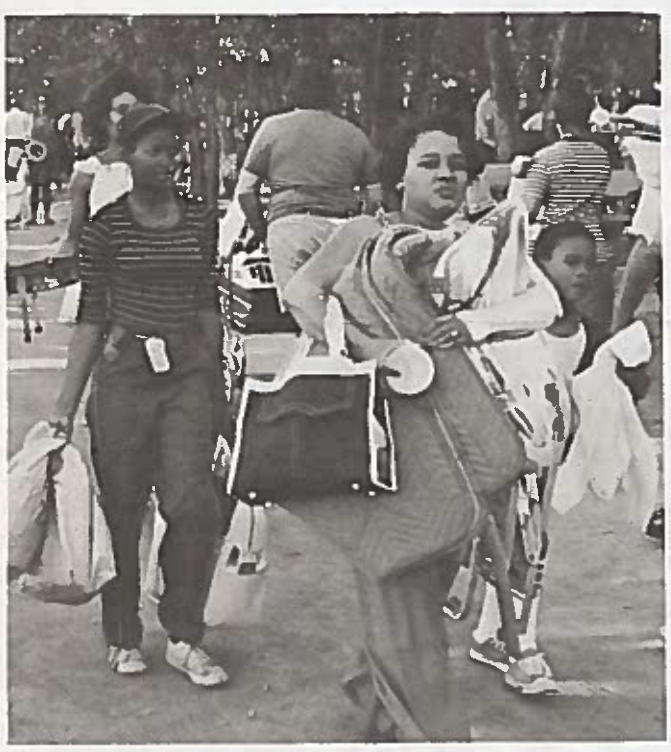
Many came well equipped for the day-long outing. Hibachis, frisbees, footballs, folding chairs, playpens, coolers, and blankets were evident everywhere. One pleasure seeking soul even supplied his own portable fan.

The tantalizing aroma of hot dogs being prepared at refreshment stands mixed gastronomically with that of other outdoor fare being grilled on family barbeques.

According to Charlie Fuschillo, head of Employee Services, the picnickers ran up an impressive grocery list. During the course of the day, over two tons of hot dogs and 30,000 cups of ice cream were devoured by the Grumman crowd, and over 77,000 cups of soda and 72,000 glasses of beer were emptied.

The 1977 family outing officially kicked off at 10 a.m. when Grumman Corporation President Joe Gavin and Grumman Aerospace Chairman and President George Skurla performed the flag-raising duties. Also on hand during the annual Grumman event were Grumman Corporation Chairman Jack Bierwirth and his family.

As one o'clock neared, the grass near the bandstand became covered with children anxiously awaiting the hour-long entertainment show. To the delight of the crowd, comic Charlie Franks, a Chaplin look-alike, produced dozens of eggs from his mouth, and yards and

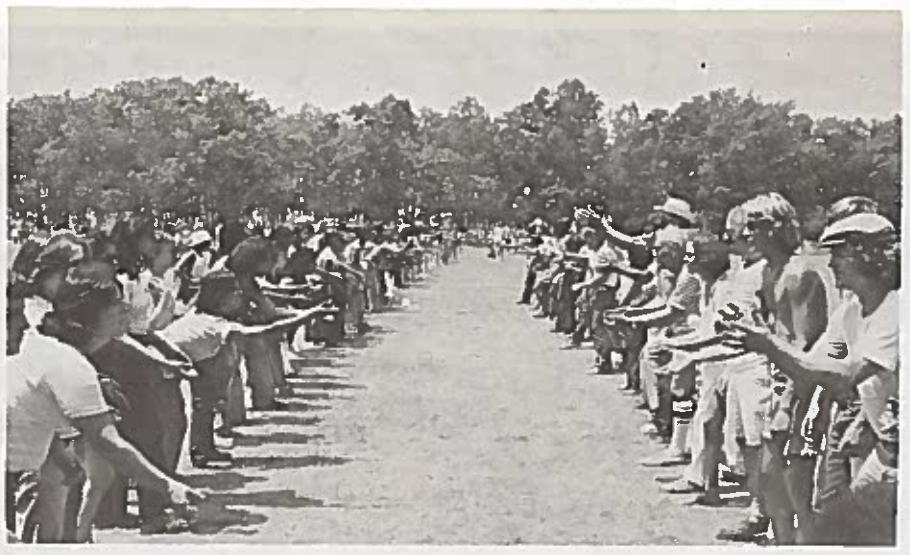


yards of sausage from his paper bag. Then, Bobby Carroll, billed as "The World's Greatest Banjo Player," drew laughs and applause by playing his instrument the hard way — in back of his head. Small folks got into the act too, at the invitation of balloon artists, "Bob Rollins and His Fair Lady." But the highlight of the entire show was "Eric the Great." Some kids never witnessed the breathtaking finale of his daredevil performance 50 feet above the ground — their hands were covering their eyes.

Immediately following the show, the crowd moved over to the Junior Gloves boxing ring to see the little fellows punch it out in the small fry bouts. In the 35 bouts, everyone was a winner.

Strolling across the grounds, squeals of thrills and pleasure filled the air from the younger set as they spun about on the various rides. Long lines waiting for hit attractions such as the Caterpillar and Tilt-a-Whirl didn't dampen the spirits of the amusement seekers either.

Of course, there were sporting events. After the five-to-14-year-olds finished running 50 yard dashes, the light-hearted competition began: 30-yard potato sack races, wheelbarrow races, three-legged races, shoe races, a fat-man's race,



and so on. The top event, once again, was the ever-popular egg-tossing contest between husband and wife. Who won?. .the lucky partner who made the last toss.

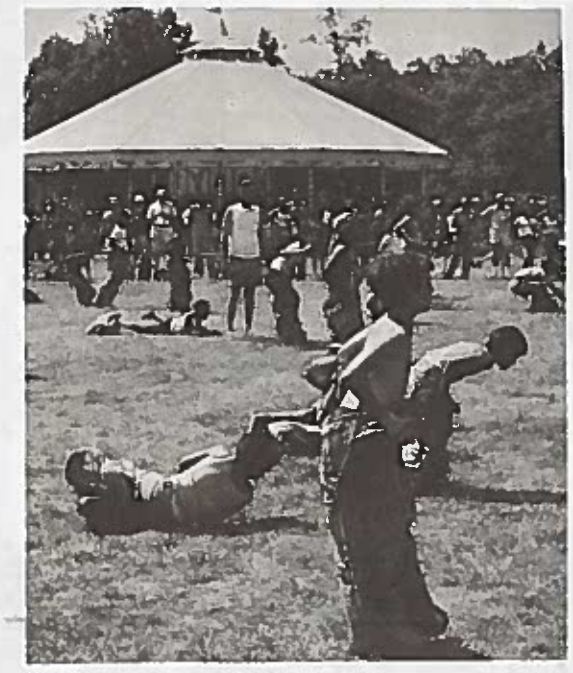
Not everyone got into the act. Some casually strolled beneath the pines in search of old time buddies, while others found tranquility dozing in a quiet spot at the picnic site.

Throughout the day, the Grumman Employees Band and the Grummanites' Rock Band filled the sound waves with music ranging from "oomp, pah, pahs" to the latest disco cut. At mid-day, the Minutemen Drum Corps of Long Island, led an impromptu parade of youngsters about the grounds. A year after our nation's Bicentennial, they were still a picnic favorite.

If all those activities weren't enough to keep even the most hyper-active picnicker busy, there was plenty of wide open fields to do your own thing. Kite flying, pick-up games of softball and volleyball, and insect hunting were just a few of the favorite pastimes. Some just stretched out in the field, absorbing the sun's rays for a perfect tan, while watching helium-filled balloons (courtesy of Grumman's Safety department) disappear into the hazy sky.

The annual gathering of Grummanites and their families continued to hold on to its "second to none" rating. . .thanks largely to the fellow Grummanites who gave up their Saturday to guarantee a memorable day for all.

On behalf of the 38,000 or more picnickers, PLANE NEWS salutes all those who set up this year's scenario for another great Grumman Family Picnic.



SPECIAL SUPPLEMENT

GRUMMAN plane news JULY 1977

Setting up shop away from home requires across-the-board teamwork

How do you set up a modification line at a site more than 7,000 miles from home? That's the challenge that faced Grumman Aerospace this past March.

At that time, the company agreed that by August 1 modification work would begin on the first 20 F-14s delivered to Iran. The work performed will incorporate configuration changes that are included in the latest Tomcats coming off the final assembly production line at Calverton.

According to Ted Moorman, F-14 program manager for Iran, our customer was a little doubtful whether Grumman could set up a modification line — from scratch — in just four months.

After all, the task entailed recruiting Grummanites to travel to Tehran — over 250 miles north of Isfahan where some 300 fellow Grummanites are currently supporting F-14 operations at Khatami Air Base. The first 26 personnel of the 90-person team left for the Mehrabad International Airport modification site in Tehran during the past few weeks.

Meeting the August 1 deadline also meant shipping a huge amount of hardware that included everything from screwdrivers to ground support test equipment to paint to tooling fixtures — all the material needed to set up a modification line similar to those operating at Calverton, Pt. Mugu, and Miramar.

Filling that shipping order meant total involvement by numerous departments throughout the company.

"When the caravan of 12 trucks carrying 268 crates weighing 91,000 pounds left Bethpage for the airport, right on schedule," says Tom Brancati, F-14 Program director. "It marked the single largest mod line shipment in the company's history. More importantly, it represents the culmination of a tremendous concentrated team effort. Across the board, Grummanites worked as a unit to bring this massive effort to fruition. Congratulations on a job well done!"

Two Imperial Iranian Air Force 707's transported the cargo over 7,000 miles to a hangar at Mehrabad, site of the new F-14 modification line. Meeting the next milestone is the task of the F-14 mod team in Tehran. Led by Bill Lamberta, they are now completing the job of unpacking the crates and setting up the entire mod line so that it will be ready for the first Iranian Tomcat's arrival on August 1.

Right on site. *Congressman Tom Downey (D-West Islip) recently met members of the Grumman family at Great River Operations. Escorted by Bruno Caputo, general manager, Downey got a close hand look at the company's electronic production facility. Above, he stops to chat with Myrtice Holland and Fran Ruggiero (R). Downey must have been impressed — he's planning a follow-up visit in the near future.*

Bound for Philly. *A Lunar Module, restored by a group of Grumman retirees who volunteered their time and labor, was recently shipped to the Franklin Institute in Philadelphia for permanent display in its outdoor exhibit, Science Park. Standing (L-R) with the retirees in the photo above are: Tom Kelly, Vice President—Engineering; restoration project director Jake Bussolini; and project assistant Steve Kiss. (Photo by Marie Trimborn)*

obituaries

THOMAS F. MAHONEY of Employment, Pl. 28, died June 13 at the age of 51. He had been working for the company since 1962 and resided at 110 King St., Bellmore.

RICHARD H. MC ADAMS of ILS Estimating, Pl. 30, died June 29 at the age of 56. He worked for Grumman since 1965 and lived at 30 Slate Lane, Levittown.

EARLE MADDEN of Support, Plant 88, died July 8 at the age of 54. He had been with Grumman since 1948 and lived at 1526 Eland Lane, Ventura, California.

Personals

My family and I wish to thank all our many friends at Grumman for their generosity and kind expression of sympathy for the recent loss of my father Charles Habacker. Kurt Hofmann

Your kind expression of sympathy was deeply appreciated and is gratefully acknowledged. Terry Jeanette and family

Thank you to all who sent mass enrollments, flowers, and cards. Your kind expressions of sympathy is gratefully acknowledged and deeply appreciated. The family of Patrick J. Connolly

I wish to thank all my friends, fellow workers, and Employee Services for the thoughtfulness shown during the recent loss of my mother, Paula Mae Giacona. Frieda Giancona and family

Goin' fishin

We're going to close down for staff vacations for the next couple of weeks. The PLANE NEWS office will be closed until Monday, August 15. No advertisements or telephone calls will be accepted during this vacation period. The next issue of PLANE NEWS will be delivered on Friday, August 26. Have a great summer!

F. DeRosa

J. H. Bieler

S. M. Buonicontro

G. Windus

H. Voigt

J. G. Russo

F. J. Calfior

R. A. Panetta

E. A. Rossi

W. E. Russell

F. Psotta

R. P. Nielsen

P. J. Grudzinski

H. J. Winkelman

A. Ficarrotto

E. L. Larson

R. M. Morell

J. Lapinski

service milestones

40

Peter T. Giannott, Dets. and Subs. Fab. Mgmt. (2)

35

Oscar W. Rockefeller, Prod. Supervision (1)
Anthony T. Messina, Stockrooms (2)
Edward A. Hertford, Conv. Mach. (3)
Charles W. Cornelius Jr., Prod. Supervision (5)
William J. Braun, Assy. Meth. and Plng. (5)
Benjamin F. Conklin, Structures (6)
Salvatore F. Salanitri, Final Assy. Insp. (6)
William Ziegler, Maint-Rearrangement (12)
Raymond A. Ferrari, ILS Administration (15)
Frank M. Candito, Prod. Supervision (36)
Clifford J. Hinton, B/P Warehouses (37)
Douglas Buchanan, Drafting (40)
Allan F. LaMere, Support Equip. Serv. (40)

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Felix Latinski, Prototype (2)
Edwin M. Polese, Mach. Ops-Parts Cntl. (3)
William R. Berge Jr., Final Assy. Struct. (4)
John J. Dalessio, Assy. Meth. and Plng. (5)
Walter M. Wermter, Struct. Test (5)
Edwin B. Goral, Bus. Ops. M/S (5)
Theodore A. Kerpez, ILS Verif. and ILS Support (6)
Lincoln F. Pearsall, Lab. Mgmt. and Tech. (14)
John N. Leone, Trans-Ops. (20)
Paul T. Bosch, Sub-Assy. Maj. (27)
Arthur F. Drake, QC Supplier (30)
Victor DiMattia, Mech. Detail and Finish (43)
Warran A. Klein, Field Mnt. Fab. — Cms. (60)
Arthur Gerdes Jr., Seller Surveillance (87)

25

Frank DeRosa, Hydraulics (1)
James H. Bieler, Hydraulics (1)
Salvatore M. Buonincontro, Final Assy. (1)
Michael Silipo Jr., Final Assy. (1)
Gerald Windus, Release and Control (1)
Herman Voigt, Small Parts Fab. (2)
William J. Kearney, Pride Line (2)
James G. Russo, Steel Parts Assy. (2)
Fred J. Calfior, Prod-Cntl-Parts (2)
Ralph A. Panetta, Prod-Cntl-Parts (2)
Eugene A. Rossi, Assy. Meth. and Plng. (2)
Donald H. Bartow, Meth. Engg. (2)
William E. Russell, Maint-Facl. Equip. and Gen. (2)
Frank Psotta, Engraving (3)
Ronald P. Nielsen, Honeycomb Core Dets. (3)
Peter J. Grudzinski, Final Assy. (3)
Howard J. Winkelman, Wing Sub-Assy. (3)
Anthony Ficarrotto, Fuse. Assy. (3)
Elwood L. Larson, Prod. Cntl-Parts Cntl. (3)
Robert M. Morell, Matl. Shortage Cntl. (3)
John Lapinski, Maint. Wast Dispos. and Grond. (3)
Matthew Azoto, Insp-Mech. (3)
Rudolph L. Brochhausen, Final Assy. Struct. (4)
Richard I. VanAllen, Flt. Crews (4)
Louis J. Gasser Jr., Insp-Elect. (4)
Paul A. Scudieri, Final Assy. (5)
John C. Cordts, Sub-Assy. Maj. (5)
Zelig Witkin, Cntls. and Mechanisms (5)
Philip F. Ragozzino, Financial Ops. (5)
Philip W. Genthner, Corp. Pricing (5)
Bernard W. Tichy, Small Prog. (5)
William B. Weaver, Prog. Mgt. (5)
Charles J. Cafaro, Maint-Rearrangement (6)
James T. Scanlon Jr., Prod. Release and Analy. (6)
Harold L. Schoemmell, Prod. Release and Analy. (6)
Charles G. Kennington, Final Assy. Insp. (6)
Ludwig J. Kotula, Trans-Ops. (7)
Henry H. VonGlahn, Flt. Avionics (8)
Thorer Christianson, Maint-Rearrangement (12)
Cornelius L. Cleary, Meas. Stand. Lab. and Log. Ops. (12)
Frank Higgins, B/P Warehouses (17)
William J. Mason, Cent. Receiving (24)
Warren C. Trott, Performance (25)
Anthony M. Prezioso, Repair Cntl. (30)
George P. Turney, Maint. Admin. (30)
Angelina Giarratano, Dept. Ops. Mgt. and Staff (35)
Albert Pennetti, Parts Paint (36)
Anthony Munno, Cent. Sect. Final (36)
Edward Liencicki, Final Assy. (36)
John Sposito, Struct. Analy. (40)
Carl F. Wander, Elect. Cable Fab. (44)
Peter E. Black, Rec. Insp. Plng. (44)
Ronald W. Cerreta, Qual. Cntl. — Cms. (60)
Anthony S. Taibi, Qual. Assurance (66)
Gilbert R. Anderson, Dassault (77)
Raymond W. Kelton, Field Admin. and Liaison (81)
Patrick H. Sullivan, GSFC — Mission Ops. (84)
Edwin P. Cayea, Production (88)
Lawrence J. Keenan, Offsite Support (94)

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M. Azoto

R. L. Brochhausen

R. I. VanAllen

L. J. Gasser Jr.

P. A. Scudieri

J. C. Cordts

Z. Witkin

P. F. Ragozzino

P. W. Genthner

B. W. Tichy

W. B. Weaver

T. Christianson

F. Higgins

W. J. Mason

W. C. Trott

A. M Prezioso

G. P. Turney

A. Giarratano

A. Pennetti

A. Munno

E. Liencicki

J. Sposito

C. F. Wander

P. E. Black

C. J. Cafaro

C. G. Kennington

R. W. Cerreta

20

Chester F. Repko, Steel Parts Assy. (2)
Edward G. Kanas, Prod-Cntl-Parts (2)
Robert J. Falkowski, Prod-Cntl-Parts (2)
George A. Brittain Jr., Prod. Plng. (2)
John Parrotta, Maint-Facl. Equip. and Gen. (2)
Franz A. Winnes, Conv. Mach. (3)
Peter Kolano Jr., Parts Paint (3)
Nelson R. Bolton Jr., Wing Sub-Assy. (3)
George W. Hempel, Meth. Engg. (3)
Charles Arater, Insp-Mech. (3)
Richard P. Schlegelmilch, Wood Shop (5)
Ilmars A. Hofmanis, ILS Sys. Design Engg. (5)
John M. Raad, Ops. Analy. (5)
Marshall J. Corbett, Adv. A/C Sys. (5)
John E. Cunniff, Bus. Devel. Mgt/Staff (5)
Anthony C. Menna, Corp. Contracts (5)
John W. Stecker, Fluids (6)
Alex Mazik, Fluids (6)
Walter J. Kowalsick, Engines (6)
Frank Cipriani, Ordnance (6)
Joseph V. Consavage, Elect. Install. (6)
Edward A. Gross, Elect. Install. (6)
Edmour J. Gagnon Jr., Structures (6)
Clifford E. Wright, Structures (6)
Lewis Messina, Structures (6)
Donald G. Nelson, Support (6)
Allen J. Johnson Jr., Prod. Mgt. and Staff (6)
Peter King, Prod. Mgt. and Staff (6)
Charles O. Richardson, Prod. Deputy and Statn. Foreman (6)
Vernon R. Cox, Prod. Release and Analy. (6)
Edward C. Quinn, Indust. Engg. (6)
Edward E. Hawrey Jr., Config. Data (6)
Ignazio Baiamonte, Structures (7)
Robert A. Brooks, Airport Ops. (7)
Stephen Bruno, Airport Ops. (7)
Joseph E. Stapleton, Plaster/Plastic Tool. (11)
Eva A. Rhodes, Medical (12)
Mansfield Hunt Jr., Cent. Shipping Cntl. (17)
Kenneth Garrett, B/P Warehouses (21)
William J. Majuk, Struct. Design (25)
Vito S. Palombella, Chem. Engg. and Process Stand. (25)
Rosemary Caleca, Administration (25)
George J. Carey, Plexiglass (27)
Kenneth Hubbard, ILS Estimating (30)
Annette Montaperto, Corp. Sys. (30)
Rudolf Bernstein, Specifications (35)
John E. Minett, Sub-Assy. (36)
Clarence F. Crosby Jr., PPO E.W. (40)
Chester W. Senig Jr., Mech. Struct. and Assy. (43)
Edward F. Milko, Req. Plng. (43)
Gordon W. Cargill, Elect. Engg. (43)
Louis J. Agiesta Jr., Invent. Mgt. (44)
Harold A. Briggs, Field Mnt. Prop — Cms. (60)
Joseph J. Brandt, Personnel Support Serv. (60)
Edward J. Powelski, Production (66)
Leroy W. Duryea, Cnctr. Maint. Serv. (75)
Cipliano Rappa, Prototype (77)
Joseph J. Smitelli, Indust.-Engg. (77)
Raymond W. Johnson, Support Equip. Serv. (80)
Matthew W. Gallagher, Engineering (88)
Billy D. Cotts, Production (88)
Robert E. Boisits, A/C Sys. Serv. (89)
Dale W. Richardson, QC Supplier (89)

P. H. Sullivan

R. W. Kelton

A. S. Talbi

E. P. Cayea

R.S. Killian

F.X. Langdon Jr.

G. R. Anderson

D.G. Seagraves

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Lawrence F. Ritter, Sub-Assy. (1)
Donald J. Ragas, Indust. Engg. (1)
Hubert M. Hoderath, ILS Tech. Serv. (1)
James E. Corlett, A/C Sys. Serv. (1)
John L. Ulmer, Router and Shear (2)
Karl O. Dewey, Heat Treat (2)
Frank J. Logiudice, Prototype (2)
Charles R. Layne, Steel Parts Assy. (2)
Irvin W. Laurence Jr., Prod. Release and Analy. (2)
Rufus J. Smith, Prod. Release and Analy. (2)
Biase A. Musacchio, Form Block (2)
George A. Collora, Assy. Tool. and Hand. Equip. (2)
Salvatore E. Wyszomierski, Wing Sub-Assy. (3)
Daley O. Price, QC Lab. (3)
Anthony F. Savona Jr., Flt. Ops. (4)
Charles R. Brandstadter, Static Test (5)
William C. Schneider, Support Equip. Prod. (5)
James Rodriquez, Presentation Serv. (5)
Eugene H. Miller, Fluid Dynamics (5)
Ramon A. Sutton Jr., Corp. Contracts (5)
Athanasios Vasilopoulos, Bus. Ops. M/S (5)
Warren J. Ketchum Jr., Maint-Rearrangement (6)
James S. Childress, Fluids (6)
John P. Tyler, Elect. Install. (6)
George E. Schaefer, Support (6)
Henry R. Buthmann, Manpower Budg. and Cost Stat. (6)
William H. Downey, Struct. Sys. Prod. Support (6)
Henry B. Kuhn, Final Assy. Insp. (6)
Leon Katz, Sys. Analy. (7)
Leo A. Wolfschmidt, Computer Design (7)
John T. Strong Jr., FTT Performance Prop. (7)
Richard Poupard, Corp. Instr. Flt. Data (7)
James R. Selva, Flt. Ops. (7)
Harold R. Clary, Flt. Avionics (7)
Maurice J. Goupill Jr., Maint. Controller (7)
Joseph L. DellaGuardia, Air Traffic and Radio Comm. (7)
Robert J. Holden, Chem. Engg. and Process Stand. (12)
Francis D. Olivo, Meas. Stands. Engg. (12)
Charles W. Karrow, Elect. Test (14)
Christopher J. Witt Jr., Sys. Engg. Mgmt. and Staff (14)
Robert Cronk, Office Mgmt. (15)
William J. Kelly, ILS Pubs. Proj. Mgt. (15)
George W. Temme, ILS Tech. Writing (15)
Robert Franke, Rec-Insp-Plng/Methods (24)
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Anthony N. Ferragamo, Release and Control (25)
Donald E. Lesmes, Proj. Plng. Cntl. and Budg. (25)
Robert C. Wilson, Corp. Security (28)
Louis A. Corrao, P.F.&P. Mgt. and Staff (30)
Joseph P. Strigaro, Gen. Commod. (30)
William L. Flynn, Gen. Commod. (30)
David G. DePaolis, Environ. Cntl. Des. (35)
Henry Brodman, Loads and Criteria (35)
Harry Pardo, Struct. Mech. (35)
Patsy J. Ruggiero, Ctr-Sect. Maj. and Subs. (36)
Justin P. Perrotta, Ctr-Sect. Maj. and Subs. (36)
Willie Calloway, Maint-Facl. Equip. and Gen. (36)
William C. ObertThorn, Life Sciences (36)
Samuel C. Campbell, Life Sciences (36)
David J. McColgan, TS Cust. Trng. Instr. (39)

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what do you think?

One of the many events for children at the annual Grumman Family Picnic is the Junior Gloves boxing contests. Parents may enter their children (up to the age of 12) in two-minute bouts. We recently asked Grummanites in Plant 30 for their opinion on the Junior Gloves. What do you think?

Dicky Chin

Someone could get hurt. Children, naturally, should be in an activity that's a challenge such as racing — not fighting. They should be involved in more constructive sports.

Mark Crews

It's outdated. I think a lot of the children who are in the ring really don't want to fight — their parents push them into it. When I was there last year it seemed that a lot of the children were afraid, but their parents or older brothers and sisters forced them into it. If someone wants to see a fight they should go out and fight themselves instead of pushing a child into it.

Vince Holder

I don't believe it's obsolete. At that age it's usually a sport. The children who watch it enjoy it... but I don't know about the ones who are in it. There's not much pressure on them. It's strictly for the fun of it.

Mary Halloran

I don't believe in boxing, period. I think there's enough fighting in the world as it is. Sports such as softball, relay races, badminton, and ping pong tournaments are good alternatives.

Jack Shea

It's an excellent way of getting kids to compete. It encourages them to find their own level of competence. There are many ways of doing it...such as soccer and football programs, but I think boxing serves a good purpose. When my son was young, he thoroughly enjoyed it. It was a friendly competition.

Lorraine Coulaz

My son never entered, but I know children that have been in it. I think sport in any form is good. It's good practice and it doesn't harm them. The children may get up tight about it, but I think for the most part they must enjoy it, otherwise they wouldn't be in it.

Gavin Masterson

If taken in the right spirit of fun, the kids can have a good time. Unfortunately, some parents pressure them into not only fighting, but winning. Who wants to lose in front of their parents? They should remember that the kids are there for their own good time, no one else's. Why don't they have a tug-of-war instead?

Georgette Leidel

It's too violent. Other sports such as soccer would be great. My little girl is eight and she loves it. It's competitive and fun and it's channelled energy. Boxing is too concerned with winning — with getting the opponent down. It's too much of a win or lose situation with pressure from the parents.

Andy Paterno

I think it's very nice — the kids have a good time. Everybody has a good time and no one gets hurt. I've seen the event and I enjoyed it very much.

calendar

Aikido Club: every Mon. and Wed., 5:15 p.m., Pl. 35 cafe; for sport and self-defense; LI Aikido Federation; all guests welcome. B. Bauman, x7856/M. Stock, x7417.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, closed meetings. Personnel Relations, x3521; Calverton: every Mon., 4-5 p.m., Headquarters Building; Great River: every Wed., 4-5 p.m., Pl. 43 conference room 3.

Coin Club (Bethpage): Wed., July 27, 12:05 p.m., Pl. 25 vendor conference rooms; informal lunch time meeting. K. Hale, x3717.

Coin Club (Calverton): every Fri., 1st lunch period 12-12:30, Pl. 6; U.S. and World numismatic, medals tokens collecting of; all welcome. W. Kondratowicz, x(117)6683/J. Kreussling, x(117)6550.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. S. Campbell, x3382/F. O'Lear, x5120.

Fencing Club: every Mon., 4:30-6:30 p.m., Pl. 30 cafe; instruction and competition. P. Chaldaris, x4331.

Folk-Dancers Club (Calverton): every Tues. and Thurs. cha-cha and hustle lessons, every Wed. ballroom dancing, lunch time, receiving area, Pl. 6; all welcome. V. McGoey, x(117)6770.

Grumman Cycle Touring Club: 2nd Mon. of every month, Pl. 28 auditorium, 5 p.m. G. Hilton, x8053.

Grumman Dance Club: by phone reservation only; every Thurs., 5-7 p.m., Pl. 28 auditorium; July 28 social dancing, Aug. 4 fox trot/peabody, Aug. 11 folk dancing, Aug. 18 social dancing. M. Brown, x(115)3777.

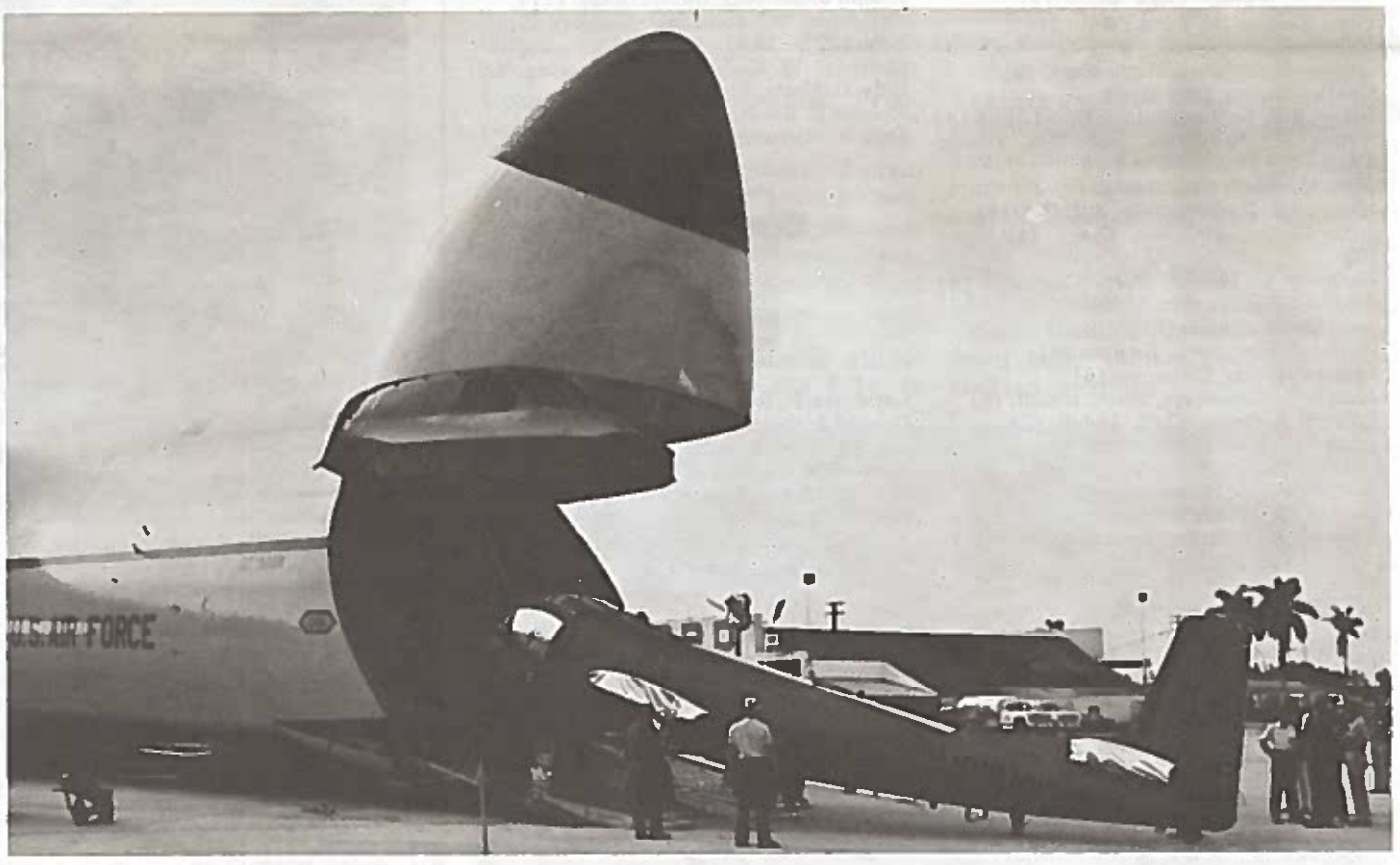
Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. R. Muntz, x8101.

Grumman Tennis Club: first Mon. of every month, 5 p.m., Pl. 28 auditorium. W. Wilson, x7819.

Karate Club: every Tues. and Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise and self-defense; GAC employees and families welcome. H. Dreksler, x8812.

Retiree Club: Wed., Aug. 17, 11 a.m., McKay Field; annual picnic; retirees only. Call GAA for information, x2133.

Stamp Club: 1st, 2nd, 3rd Wed. of each month, 4:45 p.m., Pl. 30 cafe. S. Hoops, x3926.



Precious cargo. *When a U.S. Air Force C-5 carrying three OV-1 Mohawks in its belly arrived at Palm Beach International Airport, the gigantic cargo plane created quite a stir. 'We had to move all the aircraft from the area so they wouldn't blow away,' said Richard Cleveland, airport director. The C-5 was so big it required the moving of 50-100 parked private planes just so it could taxi in and out. The three Grumman Mohawks, vintage 1964, arrived intact from their long journey from the Republic of Korea. The trio was trucked to Plant 77 at Stuart, Florida, where they were inducted into the RV-1D modification line. According to Tom Doyle, OV program manager, the aircraft will be modified to perform an electronics intelligence mission (ELINT) and delivered in April, May, and June of next year.*

scorecard

When Grumman Dance Club members celebrated their first anniversary last month, they took stock of themselves and realized they'd come a long way in a short time.

From a fledgling group, the original dozen has grown to over 100. At weekly Thursday evening meetings, almost the entire membership shows up for the dance sessions.

Club president Marvin Brown credits the "hustle" craze with getting the club off to such a great start. Many joined to learn the new dance. Lessons also include the cha-cha, rumba, merangue, folk and line dances.

The club also provides socials so members can put into practice what they have learned. For example, St. Valentine and St. Patrick's day dances were held during the past year. Brown reports that the members supplied a cold buffet for each occasion and there wasn't a wallflower in the crowd.

In April, the club reached a major milestone when it held a social in a discotheque hoping the members would be confident enough to dance in public. "The Grummanites met the real world of disco and loved it," says Brown. Since then, every third Thursday meeting of the month has been held at a disco.

The members look forward to the fall season when they will have professional instructors for the first time. At an intermediate stage of development, they have learned all their own instructors can teach. They expect the new mentors to help them to proficiency in such contemporary steps as the "rope" and "bus stop".

The Grumman Dance Club meets every Thursday in Plant 28 from 5 p.m. to 7 p.m. For further information call Brown, Ext. (115) 3777.

Fairway news

In the 48-member Peconic nine-hole golf league, low-round scorers to date are John Skipka, 38; Bob Rieger, Al Andrus, and Dick Hanney, all 39. They all carry a seven handicap.

At Bethpage Park, the Gulfstream Service Center players manage to finish 12-holes on Wednesday evenings. Bill Bartoszak and Dom Martino are locked in a 10-point tie for first place and Walt Schnurman is breathing down their necks with a nine-point score.

In the Grumman Accounting Friday night league, Ralph Miller says there's a close race at the half-season mark for the title between the first-place Divots (Dom Cretolo and Wes Oglesby) and the second-place Hustlers (Bob Ingram and Bob Bozza). But with half a season left, there's enough time for a maverick team to appear and steal the coveted title from beneath the contenders' noses.

'76 champs ailing

At the half-way mark of the Great River after-hours softball season, the Rangers lead the six-team league with a 6-0 record. Chasing them are the Old Timers with a single loss. Last year's champs, the Duds, are in third place, 4-2, but still hoping to shoulder their way into the number-one spot.

Plant 1 lunch hour '76 champs, the Misfits, are also having troubles this year. They opened the season against the Old Timers, lost the game, and are in second place with a 3-1 record. The Old Timers reside in first, 3-0.

Varsity wins

The varsity golf team got off to a promising start for the '77 season. Dan Orlik, Jim Alverson, Don Waller, and Tony Cisco trounced Sperry, 6 1/2 — 1 1/2, in the opening game. In their next outing, the squad met Republic and again downed their opponents decisively, 5 1/2 — 2 1/2.

The third match wasn't as easy as the other two. Challenged by LILCO, it was no light matter. Orlik, Alverson, Cisco, and Steve Gray battled the utility team to a draw, 4 — 4. Both Grumman and LILCO are now tied for first place in the L.I. Industrial league.

Title zappers

After a 12-0 undefeated season, the Zappers swept their way to victory in the Pubs spring volleyball championship games, overcoming the Silencers 15-11, 15-4, and 15-11 in the playoffs. Both teams played a crowd pleasing style of ball, says Zapper Phil Ferreri.

Len Bagorrazzi and Ron Winter played the leading roles as they spiked the winners to victory. They were abetted in the attack by sharp passing from Phil Ferreri, Rich Sailor, and team captain Tom Meyer. Paul Tsark was outstanding on defense, blocking possible scoring shots. Ferreri says Donna Birkel and Karen Strebel turned in all-around performances to keep the team in championship contention.

Varsity team. *After three tryout rounds at Bethpage State Park, golf varsity berths went to the eight low-medal players. Representing Grumman in the L.I. Industrial Golf League this year will be (L to R) Jim Minsky, Bill Bartoszak, Steve Gray, Don Waller, Jim Alverson, team captain Dan Orlik, and coach Mike Cherry. Not pictured are Tony Cisco and Caesar Roscigno. (Photo by Rich Breunig)*

Top set. *Competition is bound to be tough when all 16 tourney entries are former GAA tennis champs or Grumman varsity players. The doubles team of Craig Langwost (L) and Bill Jaklitsch proved they are this year's cream of the crop by winning GAA division 'A' tourney.*

Top zappers. *Undefeated all season, the Zappers claimed the Pubs spring volleyball championship: (L to R) Len Bagorazzi, Ron Winter, Phil Ferreri, Paul Tsark, Donna Birkel, Tom Meyer, Karen Strebel, and Rich Sailor.*

Cycle Touring Club gears up for fun, exercise

Most Sunday mornings between March and November (weather permitting), about 15 Grummanites forgo the pleasures of sleeping late. They belong to the Grumman Cycle Touring Club, and they can rack up about 20 to 30 miles on their 10-speeds before most of us have gotten through the magazine section and the sports.

The club started in 1975 and had a charter membership of 60 to 70 in its first year. It dropped to 35 last year, and stands at about 24 members this year. Club president George Hilton of Plant 25 is apparently unconcerned about the dwindling membership.

"Our active membership has remained the same for the past three seasons," George says. "Whether we have 65 signed members or 25, it's still the same 15 or 20 people who come to meetings and go on rides. Of course, we'd like to have more people, but this is a nice number, too. Mostly, we're interested in having a good time."

Like orthopedists, photographers, or backgammon players, cyclists have their own intriguing vocabulary and a few gadgets as well.

The famous TOES ride, for instance, as in "Hey, did you do TOES this year?" This does not refer to a peculiar way of pedalling but rather to the Tour Of Eastern Suffolk. TOES is one of the longer rides, 120 miles in two days, with an overnight stop in Greenport. For that sort of ride, the club is followed by a "sag wagon"—a car to carry suitcases, bike repair equipment, and first aid supplies.

In a typical month, two Sunday mornings will be for standard rides, 20 to 30 mile tours organized by the Grumman Cycle Touring Club. On the other two Sundays, the club joins other groups (American Youth Hostels, Bicycle Club of Long Island, etc.) for longer, more elaborate rides. Most of the rides start out from Syosset.

For more information about the club and a copy of the schedule, contact George Hilton at Ext. 8053. Or, better yet, attend one of their meetings, held the second Monday of every month at 5 p.m. in the Plant 28 auditorium.

Taking a breather. *About halfway to Locust Valley, cyclists put down their kickstands and relax. Pictured are (L to R) club secretary Dorothy Kouwenhoven, Lou Corrao, Don Gromley, George Van Ness, and George Harrington.*

Medical cue

The Travelers Insurance Company will no longer accept medical bills unless a diagnosis is included with them. It should be included with all bills whether they are for doctor's charges, X-rays, prescriptions, laboratory work or surgical supplies.

Dolores Stierle of the Insurance Department says the diagnosis may be written by the person making the claim. For further information, call Ext. 3146.

Fore. *Jim Alverson, Grumman varsity golf member, shows Grummanites at Plant 77, proper grip for chipping. The first GAA golf clinic at Stuart, Fla., was conducted by Mike Cherry (L of Jim), a teaching pro for over 20 years. That's Ed Dalva, Vice President and director of Stuart Ops, picking up a few pointers at the far left.*

Mets tix

Tickets are available at the GAA office for the Mets-Cincinnati game at Shea on August 19. Price is $4.50 for seating in section 9 of the mezzanine and $2 round trip for bus fare. For more information, call GAA, Ext. 2133 or 2269.

Milestones

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Michael D. Baryk, TS Cust. Trng. Visual Aids (39)
Robert L. Booth Jr., Mfg. Prog. Mgt. (40)
Lester J. Grizlo, PPO E.W. (40)
Edmund J. DePinter, ILS Sys. Implementation (40)
Ronald G. Burk, ILS Electronic/Elect. Engg. Mt. (40)
Daniel K. Zee, Struct. Design (40)
Harold A. Roth Jr., Specifications (40)
John J. Ettinger, Sys. Engg. Proj. Enggs. (40)
Walter W. Zeph, EW Prog. (40)
Herbert J. Kessler, Mech, Struct. and Assy. (43)
William T. Wright, Mech. Struct. and Assy. (43)
Jery J. Danek, Elect. Box and Pan. Fab. (43)
Nicholas D. Avanzo, Prod. Supervision (43)
Lester L. Elms, Meth. Proto/Devel. (43)
Robert A. Torres, Maint-Rearrangement (44)
Richard B. Johnson, Elect. Harn. Fab. (44)
Gus W. Tasoulias, ILS Mech. Engg/Des. (72)
Robert M. Demme, GSFC — Mission Ops. (84)
Richard H. Rohr, Base Mgmt. (88)
William H. Sachau, Base Mgmt. (88)
Robert G. Walsh, A/C Sys. Serv. (94)

GRUMMAN plane news

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